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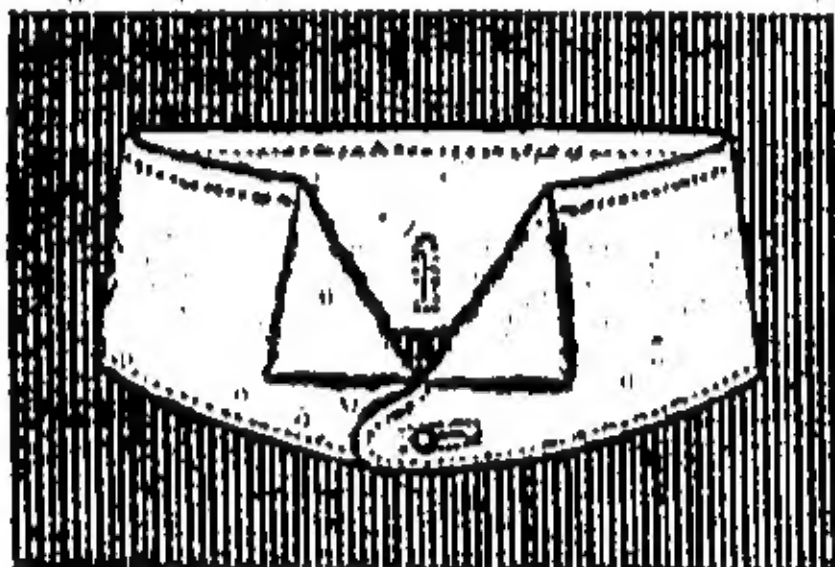
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LAST YEAR'S RECORD.

The annual report of the Director of
Public Works for the year 1920 has just
been published. From it we reproduce
the following catalogue of "principal
works of a private nature" undertaken
in the Colony last year:—

The new residential wing at the Re-
pulse Bay Hotel on R.B.L. 142 was com-
pleted and the erection of an additional
residential wing and of an extensive two-
storeyed garage was commenced.

Considerable progress was made with
the erection of a power house for the
China Light and Power Company on
K.M.L. 93, Hungshom, and the erection of
two large buildings for officers and staff
quarters respectively was commenced.

The large reinforced concrete godown
for the Hongkong and Kowloon Wharf
and Godown Company on K.M.L. 91 re-
ferred to in last year's report was com-
pleted and the erection of a large block
of offices for the same Company on
K.M.L. 11 was commenced.

The development of the area at Ho Mun
Tin (K.L.L.'s 1305 to 1348) referred to in
last year's report was proceeded with,
17 houses were completed by the end of
the year, and 4 others were in course of
erection.

Within the area owned by the Hong-
kong and Whampoa Dock Company at
Hungshom, two large blocks containing
18 houses were erected to accommodate
the Company's European Staff and an-
other block was commenced. Progress
was made with sites for other blocks and
with the erection of a Platers' Shed and
of the other buildings referred to in last
year's report.

The reclamation of N.K.L.L.'s 190 and
101, Lai-chikok, for the Standard Oil
Company progressed throughout the year,
and the erection of the Filling Shed, and
additions to the Filling House on
N.K.L.L.'s 2 and of 12 large oil tanks
N.K.L.L.'s 190 and 101 was commenced.

The extensive reclamation adjacent to
the Dock at Aberdeen was practically
completed, 5 Chinese houses on A.I.L. 88
were completed and the erection of 28
Chinese houses on A.I.L.'s 84 to 87 was
commenced.

The erection of 30 Chinese houses in
Li Chit Street on M.L. 25, of 18 Chinese
houses in Chun Sing Street on L.L. 831,
and of 9 Chinese houses in Water Street,
on M.L. 198 was completed.

Considerable progress was made with
the erection of the important extension
to St. Joseph's College on L.L. 1642.

The extensive business premises on
L.L.'s 1584 and 1585 for the Kwong Sang
Hong, referred to in last year's report,
were completed.

The large Cigarette Factory on L.L.
1315, Bowrington, was nearing completion
at end of the year.

Considerable progress was made with
the erection on M.L. 103, Section B, in
Des Voeux Road Central, of an addition
to the Hongkong Bank, and with the
erection, on L.L. 2914, No. 4, Queen's
Road Central, of a block of offices, six
storeys in height.

The erection of several additional
godowns at Kennedy Town was commenced
and several of these and of those referred
to in last year's report were completed.

The erection of several factories, god-
owns, etc., in various parts of Kowloon
was commenced and several were com-
pleted.

A large block comprising Printing
Office and Quarters on L.L. 2235, White-
field, was erected.

The erection of a large Sweet Factory
on L.L. 2234, Whitefield, was commenced.
A block containing 18 residential flats
on K.L.L. 574, Hanoi Road, was nearing
completion at the end of the year, and
the erection of several other blocks con-
taining 99 flats in Nathan and Kimberley
Roads, etc., was commenced.

The erection of blocks containing 33
residential flats on L.L.'s 2139, 2207 and
471, May Road, Tregunta Patn and Yee
Wai Street, was commenced.

The building on L.L. 579, Robinson
Road, formerly St. Joseph's College, was
converted into residential flats.

The reclamation of an area of about
134,000 sq. ft. for the Asiatic Petroleum
Company on M.L.s 277 and 281, North
Point, was commenced. The formation
of the large area known as L.L. 2373,
Whitefield, for the same Company was also
commenced. On the latter area, two
large fuel tanks and other buildings were
constructed and the erection of three ad-
ditional tanks was commenced.

In the compound of St. John's Cathed-
ral, buildings comprising a Church
Hall, Caretakers' Quarters, etc., were
erected and practically completed by the
end of the year.

At Quarry Bay, the erection of a block
containing 6 residential flats on Q.B.L.L.
7 was commenced, some additions to
workshops on Q.B.L.L. 2 were commenced
and progress was made with reclamation
and other works on Q.B.M.L.'s 1 and 2.

Two large blocks containing 33 residen-
tial flats on K.L.L.'s 115 and 721,
Nathan Road, were erected.

The following is a summary of the
smaller works which have been completed
or commenced during the year, in addi-
tion to the larger ones specifically men-
tioned above:—

WORKS COMPLETED.

37 European houses in Hongkong in-
cluding 1 in the Peak District,
5 European houses in Kowloon,
21 Chinese houses in Victoria,
10 Chinese houses in Hongkong Vil-
lages,
139 Chinese houses in Yau-mat-ti and
Mongkok-tai.

9 Chinese houses in Tai-kok-tai,
17 Chinese houses in Shamshuipo, and
5 Chinese houses in Kowloon Villages,
besides numerous buildings of a non-
domestic character in Hongkong and in
Kowloon.

WORKS COMMENCED.

15 European houses in Hongkong in-
cluding 3 in the Peak District,
3 European houses in Kowloon,
23 Chinese houses in Victoria,
23 Chinese houses in Hongkong Vil-
lages,
112 Chinese houses in Yau-mat-ti and
Mongkok-tai.

15 Chinese houses in Tai-kok-tai,
94 Chinese houses in Shamshuipo,
9 Chinese houses in Kowloon Villages,
and
28 Chinese houses on the reclamation at
the head of Kowloon Bay,
besides numerous other buildings of a
non-domestic character in Hongkong and
in Kowloon.

RECLAMATIONS.
The following is a statement of the
private reclamations which were complet-
ed or in progress during the year:—

Area in
sq. ft.

N.K.L.L.'s 190 and 101, Lai-
chikok (in progress) 618,000
Aberdeen L.L.'s 81 to 88, Aber-
deen (in progress) 185,000
M.L.'s 277 and 281 (addition to
to), North Point (in pro-
gress) 134,900

K.L.L. 1383, To Kwa Wan (in
progress) 87,110
K.M.L. 25 (additions to), To
Kwa Wan (in progress) 138,150
Q.B.M.L. 1 (additions to),
Quarry Bay (in progress) 33,500

The areas stated are those of the lots,
which in some cases extend further in-
land than old high water mark and are,
therefore, not exclusively reclaimed from
the sea.

In addition to the above, considerable
progress was made with the works in
connection with the reclamation of about
230 acres of foreshore and sea-bed at the
head of Kowloon Bay referred to in pre-
vious year's reports. Of this reclama-
tion, an area of 15,244 acres was sur-
rendered to Government at a cost of
\$115,470 as a site for a new gaol.

THE FIRE AT THE MILITARY MULE MATSHEDS.

Yesterday's Command Orders state
that the Court of Enquiry which reported
on the circumstances of the recent
fire in the mule sheds of the Hongkong
Mule Corps Detachment, Kowloon, has
brought to the notice of the General
Officer Commanding the prompt assist-
ance rendered by: Expense Store Ac-
countant J. P. Robinson, R.A.S.C.,
employee, and Farrier Sergeant A. Long,
R.A.S.C.; also the ready and efficient
work of: Subadar Alim Sher, Havildars
Jiwand Singh, Pack Battery, H.K.S.,
R.G.A., Sirdar Khan, and Pandia Khan,
No. 5 Co., H.K.S., R.G.A.

The General Officer Commanding wishes
to thank them and certain unknown gen-
tlemen for the excellent work they did
in endeavouring to rescue mules and
Government property.

A RUTHLESS PROSECUTOR. MAGISTRATE MEETS HIM PART OF THE WAY.

A Chinese youth of 17, of good appear-
ance, yesterday, admitted before Mr.
Lindsell that he had pawned some pieces
of cloth belonging to the Bon Ton store,
Queen's Road Central, where he was
employed.

Asked to explain his conduct the youth
said he thought the cloth had been
"abandoned."

"Why should you think that?" inquired
the Magistrate.

"I thought the pieces were not wanted
—I found them in a drawer," replied the
youth.

"You did not trouble to ask anybody?"
I didn't."

The Manager of the store said the boy
had been there about a year.

The Magistrate: He is quite young;
I should think a good whipping would be
the best thing for him and then you can
send him back to his parents in the
country.

The Manager: I want him sent to
prison.

The Magistrate: Oh! You want that,
do you? I think he is too young for
prison. He will have 10 strokes with the
rattan and you can be present to see that
the sergeant hits him hard enough to
please you.

MISSING DIAMOND RING. A PUZZLING CASE.

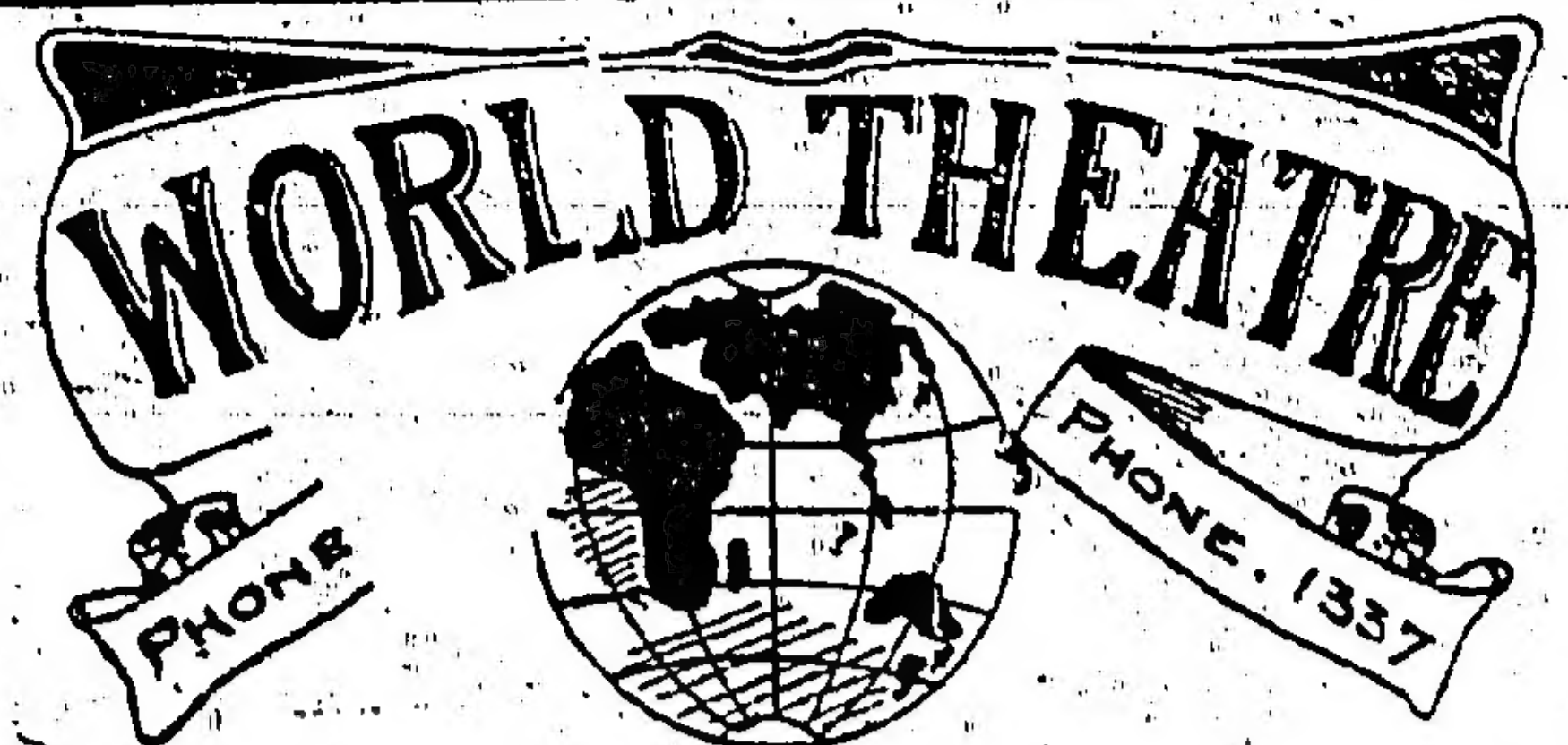
The hearing of the case in which a
maid was charged with stealing a
diamond ring, and an amah was charged
with receiving it, was continued before
Mr. G. N. Orme at the Police Court, yester-
day morning, when former employers
of the amah gave evidence as to her
character. They all said they had found
her satisfactory.

The amah said the 265 found by the
Police in her possession represented the
result of several years' savings by her-
self and her daughter. She did not steal
the ring.

The Magistrate said the maid had
admitted the offence and in view of her
tender years he would give her a change
and discharge her. With regard to the
amah, he would remand the case to con-
sider his decision.

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for both reading and distant. In the
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part for reading is cemented to the dis-
tant lens, raising the segment above the
surface of the main lens. The segment
and the line of union are always more
or less noticeable. In Kryptok lens, no
cement is used, but the reading segment
is electrically fused in a depression in
the main lens, while the whole lens is
ground smooth on both sides to the
desired focus. Kryptok lenses of any
prescription in either regular or Toric
form are manufactured by the Hongkong
Optical Co., successors to Clark & Co.,
Optical Prescription Specialists, located
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5.15 p.m. MATINEE 5.15 p.m.
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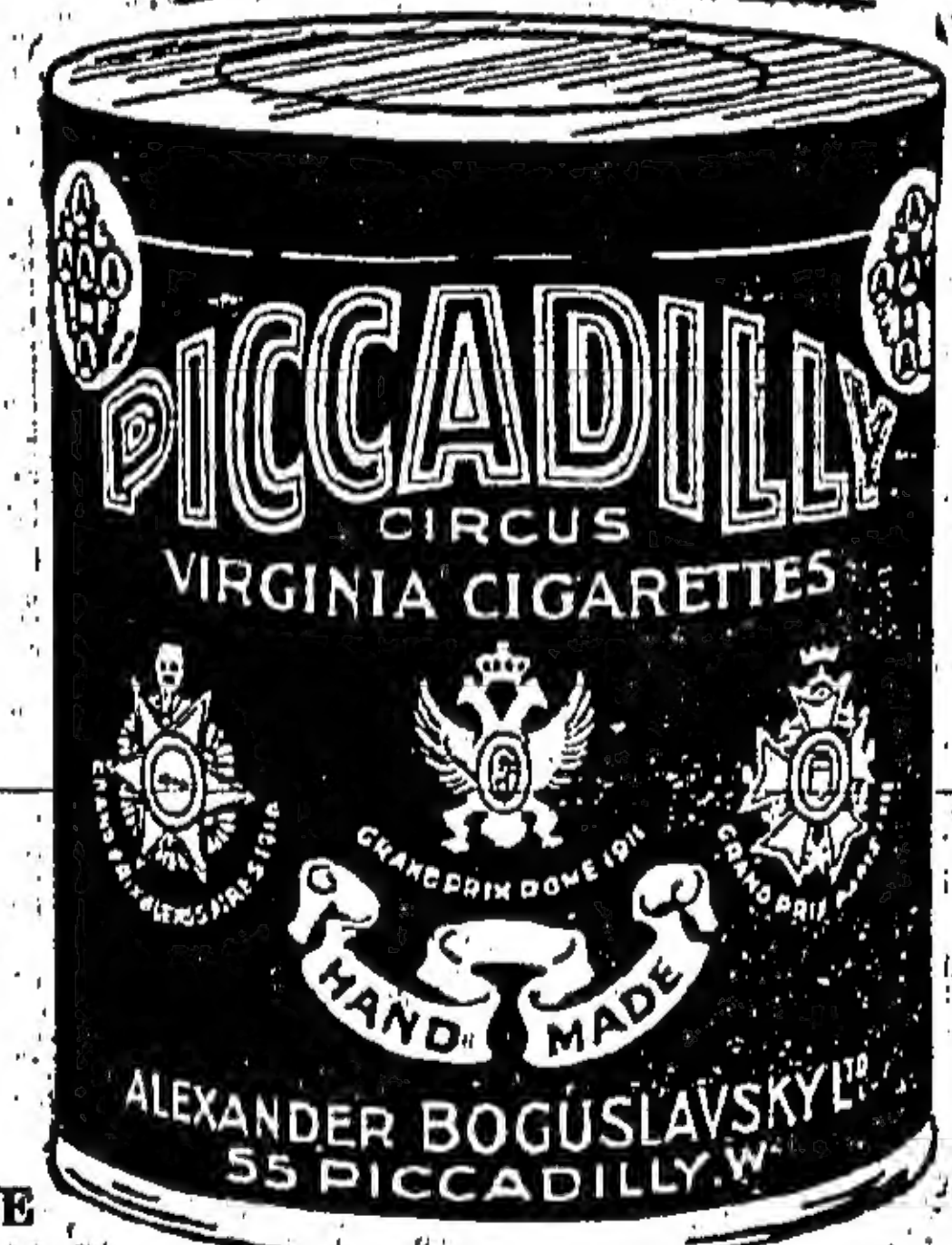
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1408

HONGKONG CHAMBER OF COMMERCE.

MR. HOLYOAK AGAIN NOMINATED TO THE LEGISLATIVE COUNCIL.

PRESENTATION TO MR. E. A. M. WILLIAMS.

A general meeting of members of the Hongkong General Chamber of Commerce was held yesterday afternoon at the offices of the Chamber in connection with the representation of the Chamber on the Legislative Council. At the same time a presentation was made to the retiring secretary, Mr. E. A. M. Williams.

Mr. A. O. Lang (Vice-Chairman) presided, and with him were the following members of the Committee:—The Hon. Mr. A. G. Stephen, Mr. D. G. M. Bernard, Mr. C. Montagu Ede, Mr. G. M. Dodwell, Mr. G. T. Edkins, and Mr. J. A. Plummer, with Mr. A. M. Williams (secretary). The firms represented at the meeting were:—Messrs. Bradbury & Co., Ltd. (Mr. J. A. Plummer), G. W. C. Burnett, Butterfield & Swire (Mr. G. T. Edkins), China and Japan Telephone and Electric Co., Ltd. (Mr. H. S. Bennett), China Light & Power (1918), Ltd. (Mr. W. J. Hawker), China Provident Loan & Mortgage Co., Ltd. (Mr. W. J. Hawker), Chun On Fire Insurance Co., Ltd. (Mr. T. M. Chan), Commercial Union Assurance Co., Ltd. (Mr. G. H. Elliott), Messrs. Deacon, Looker, Deacon & Harston (Mr. W. E. L. Shenton), Dodwell & Co., Ltd. (Mr. G. M. Dodwell), Eastern Extension Telegraph Co. (Mr. M. E. F. Airey), Gaudet Price & Co., Ltd. (Mr. C. Bondi), Gibb, Livingstone & Co., Ltd. (Mr. A. O. Lang), Gilman & Co., Ltd. (Mr. E. Syme), Green Island Cement Co., Ltd. (Mr. Allan Keith), Hongkong Rope Manufacturing Co., Ltd. (Mr. W. J. Hawker), Hongkong and Shanghai Banking Corporation (Hon. Mr. A. G. Stephen), Hongkong Tramway Co. (Mr. W. E. Roberts), W. A. Hannibal & Co. (Mr. John Robertson), Hausmann Kern (Mr. E. Kern), Hongkong & China Gas Co., Ltd. (Mr. G. P. Curry), Hongkong Electric Co., Ltd. (Mr. F. R. Marshall), Jardine, Matheson & Co. (Mr. D. G. M. Bernard), Leigh & Orange (Mr. L. L. Leask), Linstead & Davis (Mr. E. J. Chapman), W. R. Loxley & Co. (Mr. W. L. Pattenden), Mitsui Bussan Kaisha, Ltd. (Mr. T. Mizuno), Mustard & Co. (Mr. J. H. Scott), Pentreath & Co. (Mr. C. P. Murell), Percy Smith, Selig & Fleming (Mr. H. Percy Smith), The Hon. Mr. H. E. Pollock, K.C., Reiss & Co. (Mr. S. D. Coussland), Royal Insurance Co., Ltd. (Mr. A. M. Williams), David Sassoon & Co., Ltd. (Mr. A. M. Williams), E. D. Sassoon & Co., Ltd. (Mr. S. H. Dutton), Shawan, Tomes & Co. (Mr. W. J. Hawker), Shiu On S.S. Co. (Mr. Chao Sui Ki), H. Scott & Co. (Mr. G. E. Wotton), Texas Co. (Mr. J. Hanbury Williams), Union Trading Co., Ltd. (Mr. J. C. Barretto), Union Insurance Society of Canton, Ltd. (Mr. C. Montagu Ede), Harry Wicking & Co. (Mr. Owen Hughes).

The Vice-Chairman said he regretted that owing to the state of his health the Hon. Mr. Holyoak was unable to be present and in his absence the Chairmanship devolved upon him as Vice-Chairman. The Secretary read the notice convening the meeting. The Chairman read a letter from the Government, stating that H.E. the Governor had accepted with much regret the resignation of the Hon. Mr. Holyoak and asking the Council to nominate a candidate. The Chairman said a double nomination had been received; one proposed by Mr. A. O. Lang and seconded by Mr. C. Montagu Ede, and the other proposed by the Hon. Mr. H. E. Pollock, K.C. and seconded by Mr. J. Owen Hughes. In view of the fact that there was only one candidate, voting would be by a show of hands. Mr. Holyoak had prepared a speech and had sent it to him with a request that he should read it. Mr. Holyoak said:—

GENTLEMEN,—I cannot tell you how keenly I regret that the state of my health makes it unwise, if not impossible, for me to be present with you this afternoon. I think you are aware that I have been ordered home, by my Medical Advisers, for a complete rest of several months, and leave on the 10th of November, but anticipate returning in the late autumn of next year.

The period of six years, for which I have been privileged to serve you upon the Legislative Council, expires early in December when I shall, I trust, be well on the way to England. Unless the members of the Chamber have other views, I shall be happy to continue serving them in this capacity, but to do this necessitates my resigning at once in order that you may express your wishes on the matter before I sail, and that should you do me the honour of re-electing me, I may again be "sworn in" as your member, after which I shall apply to His Excellency the Governor for leave, and you would then elect a representative to serve during my absence from the Colony.

I regret putting you to the trouble of two elections in so short a period, but only through this process can I preserve the right to serve you on my return to the Colony, should you so desire it. It is not, I think, necessary nor do I feel able to do it, to dwell upon whatever services I may have been able to render you upon the Council during the last six years, years which have been crowded with work, especially during those critical and momentous years of war, when unprecedented problems constantly arose, necessitating the assistance of the Hongkong Government, and which I can truly say as freely given as it was freely sought, and which meant so much to the upholding of British trade interests in this part of the world. Most of this is recorded in the annals of the Chamber, and is familiar to you all.

Whilst admittedly a labour, it has, to me, been a "labour of love." Gentlemen, for six years I have given you of my best, and if re-elected, shall continue to do so. The Chairman said he had very much pleasure in proposing the nomination of Mr. Holyoak as the Chamber's representative on the Legislative Council for a further period. It was unnecessary for him to enlarge upon the valuable work accomplished by Mr. Holyoak during the last six years; he had no doubt that Mr. Holyoak's health had suffered as a result of what he had been asked to do. With regard to his proposed visit home, the Chairman was sure members would unite with him in wishing Mr. Holyoak a pleasant voyage and a complete restoration to health. With these few remarks he proposed that Mr. Holyoak be re-elected for a further term.

In accordance with the resolution, Mr. Montagu Ede said he felt it a pleasure and privilege to second the nomination of Mr. Holyoak as the Chamber's member of the Council for the next six years. The Hon. Mr. Pollock said nearly six years ago he had the honour of proposing Mr. Holyoak's election as a representative of the Chamber on the Legislative Council. At that time Mr. Holyoak was an untried man, so far as work on the Council was concerned, but as they were aware, he worked hard in the position and he "made good," and the speaker had at all times found him a very loyal and valuable coadjutor on the Council. They were all very sorry that the state of his health compelled Mr. Holyoak to go home for a season. He was confident that it was the wish of every member of the Chamber that Mr. Holyoak would return to the Colony fully restored to health and strength.

Mr. Owen Hughes said it was with great pleasure that he supported what had been said in regard to Mr. Holyoak. Every member hoped that Mr. Holyoak would soon be restored to health. The nomination was then put to the meeting and declared carried nem. con.

PRESENTATION TO THE SECRETARY.

The Chairman said the next business was in connection with the impending retirement of the Secretary, Mr. E. A. M. Williams. In this connection Mr. Holyoak had prepared a speech, which he had sent with the request that it should be read. With the remarks therein, the Chairman said, he and the members of the Committee were in accord and wished to associate themselves. The Chairman then read Mr. Holyoak's speech, which was as follows:—

GENTLEMEN,—I had hoped to address you personally on the subject of Mr. Williams' retirement, but this duty, with the pleasant task accompanying it, I am also reluctantly compelled to leave in the capable hands of our Vice-Chairman. You are already aware that we are shortly losing the services of our highly esteemed and most efficient Secretary, who for over thirteen years has given the members of the Chamber such wholehearted and able service as only those who have been associated with him as Chairman or upon the General Committee of the Chamber can adequately testify to, and which are rarely to be found in any Secretary. Suffice it to say, he has been an ideal one. I am glad to tell you that what promise to be satisfactory arrangements for efficiently carrying on the ever-increasing work of the Chamber have been made, but it is, I know, the desire of us all that Mr. Williams should receive some permanent and tangible token of our affection and esteem for him and of our high appreciation of the many years of invaluable service he has rendered, not alone as Secretary of the Hongkong Chamber of Commerce but, through it, to the Colony and public at large, for much that takes place in the work of the Chamber is inseparably bound up with the Colony's development and welfare. I have therefore very much pleasure in presenting to Mr. Williams, on behalf of the Chamber, this Westminster Chiming Clock, and to Mrs. Williams, this silver tea-kettle and silver-mounted blackwood tray, which we trust will serve to remind them for many years to come of their happy association with us in this Colony, and be handed down to their children as a token of the esteem in which this Chamber held their father and his work.

The meeting endorsed Mr. Holyoak's observations with loud applause.

Mr. Williams, in response, said he was unpractised in the art of oratory, but were he ever so skilful he doubted if he could describe his feelings at that moment, nor adequately thank them for this most handsome souvenir of a long and very pleasant association. These presents would be much treasured. The Hon. Mr. Holyoak's most flattering remarks, with which they had very kindly associated themselves, left him very much embarrassed indeed. He feared that they arose from Mr. Holyoak's never-failing friendship for him rather than from the wells of truth, but they were a very pleasant exaggeration and, like the cocoa "grateful and comforting." He had been so long associated with Mr. Holyoak and his great work for the Chamber that he feared that Mr. Holyoak had generously given him credit for much which he himself had inspired. Mr. Williams added that his most valuable possession was the memory he had of delightful relations with the successive Chairmen and Committees, and with the general body of members. He wished the Chamber and all connected with it the utmost prosperity and Mr. Holyoak the needful health to carry on his great work. (Applause.)

The clock and tray bore the following inscription:—Presented to E. A. M. WILLIAMS, ESQ. By the members of the Hongkong General Chamber of Commerce in appreciation of his many years' efficient service as Secretary. Hongkong, 25th October, 1931.

THE HARBOUR RACE.

JOHNSTONE WINS FOR THE THIRD TIME.

The V.R.C. held their 34th annual harbour race for men yesterday afternoon. The weather was ideal, but the tide was not caught at its best, with the result that times suffered considerably. There were 28 entries for the race, and with the exception of T. A. Mason, they all faced the starter.

They lined up as follows: Wong Po Shun, A. Botelho, W. J. Howard, G. J. Jack, D. Laing, W. Gerrard, G. J. O'Brien, T. Simmons, E. A. Noronha, W. de Hoog, S. H. Gary, F. M. Cruz, E. P. Souza, A. M. May, D. Ogilvie, J. V. Ramsey, F. M. R. Pereira, G. W. Sewell, A. E. Millard, R. W. Smith, Alderman, Pitchou, D. E. Hurey, Perry, Lewis, E. Busschaert, E. W. Ralston and J. R. Johnstone. The contestants had a good start, but owing to the large "field" they were crowded together and it took them some time to open out. Johnstone detached himself from the rest in the first 30 yards and led strongly, followed closely by Laing and Jack. The rest bunched up about six yards behind, with Busschaert in the lead. Johnstone made straight for the bow of the *Pearleaf* in midstream and, swam a faultless course. Laing kept close to the Secretary's launch, while Jack drifted out towards the mark boats, but managed to keep level with Laing. Johnstone did not exert himself, and passing the *Pearleaf* was a good distance in front. Laing and Jack passed the half way mark still level. By this time, the "field" had divided itself into three bunches, many of the men finding the pace too hot and dropping back. The second bunch to pass the *Pearleaf* was led by Busschaert followed by Sewell, May, Ramsey and Pereira. Jack led Laing soon after passing the *Pearleaf*, but he was making for the Dockyard wall, while Laing was also, slightly out of his course, in the opposite direction. Helped by the tide, he soon righted his course and made straight for the sea wall behind Johnstone, who touched in 26 mins. 53 secs. Jack had to swim in against the tide, and lost a lot of his lead in consequence, and by the time he got to the boat slip, Laing was level with him. They put up a hard struggle for second place, but Laing showed that he had a lot of reserve in hand by spurring strongly. He touched 22 secs. before Jack, who was a good third, some distance in front of the fourth man, Pereira and Busschaert had a neck and neck struggle for fourth place. Pereira won by four seconds. The competitors finished the race in the following order:—

1. Johnstone	26.53
2. Laing	28.33
3. Jack	28.56
4. Pereira	28.58
5. Busschaert	30.00
6. Ramsey	30.08
7. May	30.16
8. De Hurey	31.14
9. Alderman	31.25
10. Sewell	31.52
11. Perry	32.12
12. Cruz	32.33
13. Ralston	32.55
14. Millard	33.01
15. Pitchou	33.15
16. Howard	34.27
17. Noronha	35.25
18. Ogilvie	35.45
19. Lewis	36.53
20. Botelho	37.55
21. Gerrard	38.15
22. De Hoog	38.53
23. Smith	39.12
24. Garrod	39.24
25. Wong	41.55
26. Simmons	42.30

1926 Gr. Brotherton	Min. Sec.
1927 A. E. Thomas, H.M.S. Tamer	27 42 4 1/2
1928 Do	28 50 4 1/2
1929 C. J. Cooke	29 50 4 1/2
1930 T. Logan	30 26 2 1/2
1931 Do	32 16 2 1/2
1932 R. Nutty, R.G.A.	34 8 2 1/2
1933 J. C. Finch	35 58
1934 Do	35 24
1935 Do	35 36
1936 A. Logan	36 13
1937 J. R. Johnstone	37
1938 Do	38 53 1/2

After the race, the gathering—or as much of it as could be accommodated—attended at the Hall of the Club where the prizes and the Water Polo Shield and team medals won by the V.R.C. with 22 points out of a possible 24, were distributed by H.E. Lieut. General Sir G. M. Kirkpatrick, K.C.B., K.C.S.I., G.O.C. on the invitation of Hon. Dr. Claud Severn, C.M.G., Chairman of the Club. Miss Gladys Ramsey, the winner of the Ladies' Harbour Race, and Johnstone, each received the Capt. McKinnon Challenge Cup and a smaller souvenir Cup, while the other successful competitors were suitably awarded. Every lady who completed the course received a small silver souvenir. The Water Polo Shield was handed to Mr. R. C. Wittich, captain of the V.R.C. team. The United A.C. were runners-up with 20 points.

Addressing the gathering, the General said that he was grateful for the honour done to him by asking him to distribute the prizes at the conclusion of such an interesting and useful race—useful because it was sporting and also a great test of endurance. Dr. Severn then presented Mr. R. C. Wittich, hon. sec. of the Club, in the names of the chairman, committee and members of the V.R.C. with a beautiful and suitably inscribed silver cask "as a small token of their appreciation of his untiring efforts in connection with the recent successful inter-club swimming contest."

In returning thanks for the present which he said, he would treasure most among the "relics of my past deeds," Mr. Wittich said that the Interport would not have been the success it was if he had not had behind him a very helpful and willing Chairman and Committee, under whom he had much pleasure in serving. Everyone did his share. Cheers for the General, the ladies, the chairman, and "Mrs. Chairman" terminated the proceedings. In the evening a carnival took place in aid of Dr. Partridge's Homes and the Ministering Children's League.

MUST GO TO PRISON.

UNLICENSED MOTOR-CAR DRIVER'S ESCAPE.

MAGISTRATE IMPOSES A SHARP PENALTY.

"Must I go to prison?" asked Chan Fook, plaintively after sentence had been passed in a motor-car case, before Mr. Lindell, yesterday morning. Well, it is not usual in such cases but this time there was no help for it. Chan Fook had to admit that, being a person who had three times failed to pass the police tests as a motor-car driver, he had presumed on his friendship with the driver and cleaner of Dr. Vadon's car, and in their absence had taken the car out to get a bit more practice. It was Chan Fook's unluckily night; he had not gone far before he knocked down a pedestrian who, by a curious coincidence, bore the same name as himself, and in the upshot he found himself called upon to answer, in the Police Court, charges of "reckless and furious driving," driving without a license, and driving without lights.

For driving the car without a license the Magistrate sent the defendant to prison for three months without the option of a fine, and for having no lights he imposed a fine of \$100, or imprisonment for another month in default of payment.

At the outset Inspector Garrod mentioned that the defendant had been three times examined by the police, and had been refused a driver's license as inefficient.

As to the charge of driving without lights, Sgt. Carpenter said that after the accident the defendant went straight on, with his lights out, and did not relight them until he got 200 yards away.

The Magistrate: How is it you could not take his name and number after the accident?

Sgt. Carpenter: I had to attend to the injured man. I was not sure whether an arm or a leg was broken.

The Magistrate: He went away without lights presumably to avoid detection.

Sgt. Carpenter: So it appeared to me.

The defendant said the pedestrian's action caused the accident. He ran into the car.

The Magistrate: All right; you suggest contributory negligence. (To the sergeant.) How did you trace the car?

Sgt. Carpenter: I recognised it as Dr. Vadon's car. There is no other car like it in the Colony; it has disc wheels.

The other Chan Fook, the victim, then gave evidence. As frequently happens in such cases the evidence proved to be conflicting.

Chan Fook said he was waiting for a tram going towards Hongkong outside Bay View Police Station at 8.30 p.m. on October 4th, and was standing near the tram line. He did not hear any hooter nor see any headlights; the moment the car came within his range of vision it knocked him down. He had been in bed under medical treatment ever since and was only just getting about again. He did not "dash about the road" but was knocked down where he stood. There was a tram within two feet of him.

Chinese constable C555 said, on the other hand, that the lights of the defendant's car, which came from Shaokwan, dazzled him for the moment and he heard the hooter sounded once before the collision. The driver swerved to the right and at the same time, the man in the roadway ran in the same direction and was knocked down. The car was not going very fast. There was no tram nearer than 50 yards.

The Magistrate commented on the variations in the evidence and Inspector Garrod said the constable had varied his statement a good deal since he was examined.

The Magistrate thought the constable's evidence appeared to fit in very well with the probabilities and remarked that he did not think the man who was knocked down knew much about what happened.

The driver's contribution towards elucidating the facts was that the man fell over a heap of stones; the car did not touch him.

The Magistrate: And from that fall he has had to keep his bed for three weeks.

Sgt. Carpenter said he was in the Police Station when he heard a shout and sounds of a car skidding. Previous to that he heard no sound of a horn or of any other traffic. He went out. There was no one except the defendant in the car; the vehicle had swerved so much to the right that both front wheels were in the gutter on the car's wrong side of the road.

The Magistrate: It had turned almost at right angles?

The Sergeant: That is so. The injured man was about 10 feet beyond the tram lines on the right hand side of the road.

The Magistrate: So he evidently did run into the car, as the driver says.

Sgt. Carpenter said he went to the man's aid, and told the driver to "mum man," pointing, at the same time, to the Police Station. The driver backed his car out of the gutter and towards the station but, instead of waiting there, he went forward and drove away. The lights were out, possibly as a result of the accident, and he did not put them on again until he got 200 yards away.

The Magistrate: If you hadn't known the car he would have got away?

The Sergeant: Certainly he would.

The defendant said he only went a few yards without lights.

The Magistrate: Why did you drive away at all?

Defendant: I was not asked to wait.

The Magistrate: You did not wait to see if the man was dead or alive?



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6144 ON MIAMI SHORE	3379 SIAM SOO
IF YOU COULD CARE	MAKE BELIEVE
3393 MAZIE	3376 ANSWER
TWO SWEET LIES	O-H-I-O
3391 NESTLE IN YOUR DADDY'S ARMS	3372 MY MAMMY
I SPOILED YOU	DO YOU EVER THINK OF ME
	3388 PEBBLES
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Addressing the defendant, the Magistrate said: You have admitted having no license. You apparently borrowed another man's car and went driving about the Colony without permission or authority. On that charge you will be sent to prison for three months. It is fortunate for you that the evidence as to reckless driving is not strong enough; it appears that the man "dodged" and may have contributed to the accident. On the charge of having no lights you will be fined \$100, or four weeks imprisonment with hard labour, consecutive to the other sentence.

(Continued at foot of next column.)

CABLES.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

THE HUNGARIAN SITUATION.

COUNT ANDRASSY ARRESTED.

BUDAPEST, October 24th.
Count Andrassy, mentioned on October 22nd, has been arrested. Warrants have been issued for the apprehension of the rest of the Provisional Government.

KARL'S FATE UNDER DISCUSSION.

BUDAPEST, October 24th.

Discussion is proceeding between the Hungarian Government, the Entente, and representatives of the "Little Entente" regarding Karl's fate.

KARL REPORTED CAPTURED.

LONDON, October 24th.

The latest reports from Budapest (although unconfirmed officially but, nevertheless, supported by circumstantial details from several sources) describe the flight of the Royalist troops after the battle of Komorn, abandoning Karl and the ex-Empress Zita to the Government troops. The couple are now militarily guarded in Totis Castle.

EARLIER CABLES.

CONFLICTING REPORTS.

PARIS, October 24th.

Reports have reached the Conference of Ambassadors that the situation in Hungary is becoming more serious. Karl's forces are nearing the capital and meeting little resistance.

WHITHER SHOULD KARL BE SENT?

LONDON, October 24th.

An official telegram to London from Budapest last evening states that the Hungarian Premier told the British Minister that the situation is steadily improving. The Karlists having been driven considerably farther from Budapest. Fresh Government troops are arriving, and it is hoped to encircle the Karlists. The Government considers it most important to get Karl out of Hungary without delay, but is anxious to know whether he should be sent where.

Budapest, which is strongly patrolled, is quiet. General Nagy has been given full powers to act against Karl.

ITALY DENIES COMPLICITY.

PARIS, October 24th.

With reference to statements that Karl's coup is inspired by Italy's pro-Magyar policy, the Italian Embassy emphatically denies the existence of an agreement between Hungary and Italy with a view to the restoration of Karl, or that Italy is a party to any agreement directed against other Powers.

WARNING BY CONFERENCE OF AMBASSADORS.

The Conference of Ambassadors has instructed the representatives of the Allies at Budapest to summon the Hungarian Government to proclaim the deposition of Karl and to seize him and expel him from Hungary; otherwise, the Allies will disavow responsibility for the possible consequences to Hungary.

BUDAPEST, October 24th.

The Government has decided to mobilize three classes of three divisions. Hugo-Slav troops are concentrating on the Hungarian frontier.

PROCLAMATION TO THE NATIONAL ARMY.

BUDAPEST, October 24th.

Admiral Horthy has issued a proclamation to the National Army declaring that only the Regent can authorize the transfer of power to his Majesty Charles the Fourth and to do so at present would mean ruin to the country. Therefore, he expects all members of the National Army to remain faithful to their oath to him and to obey orders unconditionally.

KARL'S TROOPS "PRACTICALLY ENCIRCLED."

VIENNA, October 24th.

Karl's troops are practically encircled and are in a panic. Many have been captured. Karl with his bodyguard, hastily entrained and fled to Komorn. The Hungarian Government has announced that there is no further likelihood of military action, as Karl is without prospect of strengthening his forces.

THE SILESIAN IMBROGLIO.

GERMAN AGGRESSORS DISARMED.

BRUSSELS, October 24th.

The Polish Legation states that, according to a telegram from Bouthen, members of the German "self-defence" troops are preparing to enter the western part of the plebiscite region of Upper Silesia and have fired on Polish villages across the Oder. French detachments engaged the aggressors, of whom one was killed and two were made prisoners. The French captured a large quantity of munitions.

DUTCH LIFEBOAT "CAPSIZED"

SIX OF THE CREW DROWNED.

ROTTERDAM, October 24th.

A lifeboat capsized in endeavouring to save the crew of a lighter grounded on the rocks. It is feared that the crew of the lifeboat were drowned, except one man who managed to climb on to the hull.

SIX OF THE CREW OF THE LIFEBOAT WERE DROWNED.

Six of the crew of the lifeboat were drowned.

LATEST CABLES.

DISARMAMENT CONFERENCE.

TO DISCUSS INTERNATIONAL FINANCE.

NEW YORK, October 23th.

The Times says that the United States opposition to the disarmament conference discussing international finance seems to have disappeared and it is now reasonably certain that such questions will come up.

PROHIBITION IN U.S.

MEDICAL PRESCRIPTION FOR WINE AND BEER.

WASHINGTON, October 23th.

Regulations issued under the prohibition law lay down that medical prescriptions for wine must be limited to two quarts at a time and beer to 2½ gallons. The number of prescriptions is unlimited.

ADMIRAL BEATTY IN U.S.A.

WASHINGTON, October 24th.

Escorted by cavalry, Admiral Lord Beatty has paid visits to President Harding, Mr. Hughes, Mr. Weeks and Mr. Denby separately.

EARLIER CABLES.

THE IRISH CONFERENCE.

PREMIER ON DE VALERA'S TELEGRAM TO THE POPE.

LONDON, October 24th.

In the House of Commons, Sir W. H. Dawson drew attention to de Valera's telegram to the Pope, and asked whether the Government, in the circumstances intended to proceed with the Conference. Mr. Lloyd George replied: "I read the telegram, and its publication, especially in the middle of negotiations, constitutes a grave challenge. The position of the Government on the questions involved in the telegram has been made abundantly clear. We do not intend to recede from it. The Conference cannot proceed on any other basis."

FORMULA FOR CONTINUING THE CONFERENCE.

LATER.

The full Irish Conference has adjourned while a small committee appointed on the initiative of the Premier, on which the Premier and Mr. Chamberlain are the British representatives, discussed a formula defining the terms on which the Irish are prepared to continue the Conference.

THE QUESTION OF THE MANDATES.

AMERICA'S ATTITUDE.

LONDON, October 24th.

In the House of Commons, replying to Major Ormsby Gore, Mr. Harmsworth stated that the only reply the Government has received from the United States in regard to the draft of "A" and "B" mandates was a note mentioned in a cable of September 6th, stating the United States' view. The Government was now engaged in discussions with other mandatories. The matter was not on the agenda of the Washington Conference.

[The Government has addressed a new note to all the Allies with regard to Mandates. It refers specifically to Classes "A" and "B" mandates under the League, and reiterates American rights.]

DEATH OF MR. DUNLOP THE TYRE INVENTOR.

LONDON, October 24th.

The death is announced of Mr. John Boyd Dunlop, sen., inventor of the pneumatic tyre. [Mr. Dunlop who was born on February 5th, 1840, retired several years ago from the extensive business which grew out of his invention.]

SOVIET PROPAGANDA IN THE EAST.

GREAT BRITAIN SENDS STERN MESSAGE.

LONDON, October 24th.

In the House of Commons at question time, Mr. Lloyd George stated that the Government is taking the most effective steps in Britain and in the East to effect a stoppage of Soviet propaganda in the East. They are communicating with the Soviet Government, to which a very stern message has been sent.

U.S. STEAMER STRANDED OFF ALASKA.

PASSENGERS SAVED.

SAN FRANCISCO, October 24th.

The American steamer Alameda is on the rocks near Seward, Alaska. The passengers have been saved, but the vessel and cargo may be a total loss.

GERMAN REPARATIONS.

GERMAN SECURITIES REACH PARIS.

PARIS, October 24th.

Two railway vans have arrived from Berlin laden with £1,200,000,000-worth of securities as reparations. French banks have taken possession of the securities.

THE CROWN COLONIES.

GOVERNMENT DENIES FEDERATION PROPOSAL.

LONDON, October 24th.

In the House of Commons, Col. Wedgwood asked whether there is any proposal to federate in any way the Governments of Mauritius, Ceylon and any other Colony. Major the Hon. E. Wood (Under Secretary for the Colonies) replied that no such proposal was contemplated.

GREAT STEEL WORKS FOR INDIA.

CHEAP PRODUCTION ANTICIPATED.

LONDON, October 24th.

Great steel works are being established at Bihar Orissa capable of producing three-quarters of a million tons of pig iron and half a million tons of steel annually. It is believed that India is capable of producing the cheapest steel in the world.

WASHINGTON CONFERENCE.

DATE OF DEPARTURE OF BRITISH DELEGATES.

LONDON, October 24th.

Mr. Balfour and the British Secretariat for the Washington Conference, including Sir John Jordan, will sail by the Empress of France from Liverpool to Quebec on November 2nd.

RELIEVING UNEMPLOYMENT.

GOVERNMENT IMPORTS AUSTRALIAN ORE FOR SMELTING.

LONDON, October 24th.

The Board of Trade is shipping Australian zinc concentrates to Great Britain in order to enable smelters to restart their works, thus relieving unemployment.

BRITISH-INDIA STEAMER REFLOATED.

"COCONADA" ESCAPES WITH SLIGHT DAMAGE.

GOPALPORE, October 24th.

The steamer Coconada referred to in a message of the 14th inst. has floated without assistance. She is slightly damaged. [The previous message stated: The 4,000-ton British-India steamer, Coconada, from Rangoon to Cochin, with three thousand passengers, has gone ashore five miles south of Gopalpore. The passengers are being landed. The steamer Ulan MacBride, is standing by, and the steamer Warala is going to assist. Salvage appliances are being sent.]

AMERICAN "UNKNOWN SOLDIER."

SERGEANT MAKES THE SELECTION.

CHALONS-SUR-MARNE, October 24th.

The American "Unknown Soldier" was chosen at the Town Hall by an American sergeant placing a bunch of roses on one of four caskets containing the bodies of unidentified American soldiers exhumed from the American military cemeteries in France.

MADRAS MILL STRIKE ENDS.

WORKERS SURRENDER UNCONDITIONALLY.

MADRAS, October 24th.

The mill strike which broke out in July has ended, the strikers surrendering unconditionally.

DR. WELLINGTON KOO AT THE FOREIGN OFFICE.

LONDON, October 24th.

Lord Curzon received the Chinese Minister at the Foreign Office this afternoon.

U.S. RAILWAYMEN'S DISPUTE.

STRIKE EXPECTED TO BE AVERTED.

CHICAGO, October 24th.

The Railroad Labor Board announces that there is great reason to hope that the threatened railway strike will be averted.

THE POISONING CHARGE.

THE ACCUSED FOUND "NOT GUILTY."

LONDON, October 24th.

The trial was concluded at the Criminal Sessions, yesterday, before the Chief Justice (Sir William Roes Davies), and a jury of 12 men, who were charged with having added arsenic to a dish of stewed paddy served thereby administering poison to nine persons with intent (1) to murder, (2) to endanger life, (3) to do harm. A witness who was invited by the prisoner to suggest a motive for the poisoning suggested that So Kun wanted his job and that the prisoner probably intended to poison the others on the principle that "dead men tell no tales." Another witness put forward the theory that So Kun wanted to poison everybody and then rob the shop. Police evidence disclosed that a coat belonging to the prisoner was found to contain traces of arsenic in one of the pockets. Electing to give evidence on oath the prisoner made a long statement from which it appeared that he had not been discharged from the Yek Lim Tong medicine shop but had left of his own accord. The jury retired for about a quarter of an hour and returned with a unanimous verdict of "not guilty" on all counts. The prisoner was then discharged.

HONGKONG AUTOMOBILE ASSOCIATION.

A general meeting of the Hongkong Automobile Association was held in the Old Chamber of Commerce Room at the City Hall, yesterday evening. The Hon. Mr. C. M. Messer presided and the members of the Committee present included Dr. G. M. Harston, Mr. J. McIlvry, Mr. W. E. Roberts, Mr. J. F. Bevington (Hon. Secretary). Amongst the general body of members present were Messrs. A. Stevenson, W. J. E. MacKenzie, P. M. Hodgson, J. Smith, T. Oliphant, A. Fothergill, J. A. Plummer, C. B. Riggs, H. Cheuk, H. A. Castro, C. D. Marvel, S. Komor, A. K. Henderson, O. Marriot and H. E. Smith.

The Hon. Secretary read the notice convening the meeting.

The CHAIRMAN said:—The Committee has received, from time to time, complaints from members as to the conduct and pay of chauffeurs, and the Committee has come to the opinion that the best way to deal with this matter would be to have a meeting of members to fully discuss the matters. A circular was issued, together with a draft agreement, and members were asked to forward their views in writing to the secretary. It is a matter of disappointment that so few members have forwarded their views but it is hoped that at this meeting many more will give us the benefit of their opinions. The circular and draft agreement were distributed with a view to arousing the interests of members and forming a starting base for further discussion. Many may think that the local chauffeurs should be capable of attending to more matters than those given in the circular and draft agreement. The conditions put forward in these documents were intended as a minimum requirements, and there can be no objection to any person agreeing for additional services, as, for instance, the chauffeur to do all the washing and not to claim the assistance of a coolie. The wages mentioned were also intended for maximum wages, and it is to be hoped that, as the local supply of chauffeurs increases, that the scale—which appears generous compared to a place like Shanghai—may decrease. The wages question is a very difficult one and I doubt if we can come to any definite arrangement at this meeting. Motoring in Hongkong is in its infancy. There have been difficulties in the supply of drivers; men were obtained from Shanghai, putting up immediately the rate of wages above those obtaining in the sister port. Cantonese are now becoming available in increasing numbers but the wages are kept up. Up to the present there has been competition to obtain good drivers; in the future I hope there will be competition for drivers to obtain good employers. Every member desires to pay a reasonable wage but there is little reason why the wage of a particular class should be higher than that paid to persons skilled in a similar degree and higher than that at Shanghai. Little, however, can be done in this direction unless the members unite together and form an organization with rules which are kept and suffered with, perhaps, in some cases personal inconvenience.

It is important that car owners take an interest in their cars and gain some slight knowledge of their mechanism and condition. Attention to the petrol and oil consumption is well worth while. In many cases a good deal of oil purchased never finds its way into its owner's car, and a knowledge of the engine and its working saves many an item in the repair bill. I may say that, later on, the Committee hope to be able to arrange for lectures on car driving, mechanism, etc., provided a sufficient number of members are willing to attend.

You will notice that, on the circular, reference is made to the character books supplied by the Police. I regret that little use is made of the Police efforts in this. The arrangement was made with a view to controlling the conduct of chauffeurs. Members should make a point of keeping these character books themselves. Members should co-operate with the Police in their endeavours to control and assist traffic and keep their chauffeurs to the etiquette of the road in mutual consideration of each others rights and comfort.

I suggest, after members have had an opportunity to discuss matters, that, if the meeting considers it advisable, a special committee be formed to consider the question of chauffeurs' wages and any other allied matters.

I would take this opportunity of referring to the Club Room in the Hongkong Club annex, which has been opened since August 1st. Most of the English motoring periodicals are placed in this room and arrangements have been made for them to be sent regularly. So far the Club room has been little used and if support continues lacking, it is proposed to close it at the end of February. It was opened because several members expressed the wish to see the motoring papers and that a room be provided where such might be read. You will notice that under Rule 2 of this Association, Clause (D), that it is stated as one of the objects of this Association that a Club House or Garage shall be provided. The Club Room is open from 9-12 noon and from 1-3 p.m. and is available for use by members, both ladies and gentlemen.

I would like also to take this opportunity of expressing on behalf of the Committee their appreciation of the improvement in traffic control by the police, and to say that the Association is always willing to co-operate with the police in matters that concern the safety of the community. I will now ask the Secretary to make some remarks on the letters that have been brought to his notice.

The Hon. SECRETARY made the following statement:

The question of a garage has been considered, but it is not possible at present to get a site or rent suitable premises, and the Association is not in a position to expend the amount which would be necessary even to fit out premises for a garage. The question of appointing

official repairers has been considered, but the Committee do not at present see their way to make a definite appointment.

In regard to the question of teaching drivers, I find, on reference to the files of the Association, that some time ago the Y.M.C.A. did put forward a scheme, and I now suggest that they be approached again on the matter. The Association could, of course, engage a teacher but I doubt if any number would have sufficient time, if willing, to give the attention necessary to ensure that everything was being done in the best possible manner. On the other hand the teaching of motor-car driving in their syllabus and from what I know of the Y.M.C.A. I think if they took the matter up it would be done properly and satisfactorily. The question of terms, etc., should, I think, be left to a special Committee to arrange. In regard to the question of classifying drivers, I do not think the scheme suggested would be found workable, and I suggest, as an alternative, two classes of drivers only, driver at \$30/40 per month and driver at \$40/50 per month, the latter to have a full mechanical knowledge and to be able to do all ordinary repairs. It will probably be possible for the Association, with the help of the Police, to get chauffeurs at these rates later on. I would also suggest that employers treat part, say \$10, of the monthly wage, as a bonus for satisfactory conduct and driving, turning up to time for appointment, etc.; that is to say, if a driver was receiving \$50, he would only receive the full amount if his conduct had been satisfactory in all respects. I understand some of the garages here work on this principle. I am told that several car owners would like to learn to drive their cars and I would ask any members who are willing to teach other members to send in their names. The Committee would also like to have the opinion of the meeting on the question of issuing badges to drivers. I was recently asked as to the use of the lower road, viz. Victoria or Jubilee Road. There is no regulation at present, but the general understanding seems to be that this road should only be used by cars coming into Hongkong.

I have also received several complaints as to the way cars are driven in Hongkong. I do not think any motorist in Hongkong would like to give cause for the other users of the road to think that those driving in cars consider the roads are for them only. I would ask all who use motor-cars to insist on drivers driving at the speeds allowed by law, namely 15 miles an hour in Hongkong and Kowloon and 10 miles an hour in Control Areas. I have been particularly asked to mention Canton Road, where there are nine schools. No one can expect children to have much knowledge of the pace of a car being driven at, but if they see a car coming along at a fast speed, they are very apt to get frightened and lose their heads. All the control areas are given in the Association's year book, and I would also draw members' attention to the note in the Year Book on the principle of "Safety First" and the remark regarding Garden Road. The Police have not an easy task in controlling the traffic, and do not stop a car or speak to the driver unless necessary. Any complaint as to the Police should be sent in writing to the C.S.F., and members are asked not to enter into any argument or discussion with a Police Officer or to try and make excuses at the time, even if the occupants of the car have told the chauffeur to drive at a higher speed than that allowed by the law.

In regard to the new number plates that have recently been issued, a thin piece of board should be fixed to the holder on the car, and the plate screwed on to the board. This will obviate rattling and save the enamel plate from breaking.

The CHAIRMAN, having invited discussion, Mr. Plummer referring to the suggested classification of drivers, said that classification was all right if they were in a position to enforce it. In the first place, he thought they would be faced with a boycott, which he very much doubted whether they would be able to stand. In the second place, he did not think they would be able to carry out the classification, considering that there were something like 400 or 500 chauffeurs in the Colony. With regard to the agreement which had been proposed, he doubted whether they would get drivers to sign it, and even if they did, whether it would prove of any great value. "I think their mothers would die just as they do to-day and they would be going back to Canton and neither you nor your agreement would be able to stop them," Mr. Plummer added.

Mr. Plummer said that his idea was to assist in arriving at some means whereby they could obtain a general reduction in wages and with this in view he had given notice of the following resolution:—"That the Association should take practical steps to promote and encourage driving by private owners and that the Association should promote a school of instruction where Chinese drivers, particularly members' nominees, could be taught at a reasonable cost. He thought that a good many private owners, if they had better facilities, would learn to drive themselves. He certainly thought the Association might take some steps with a view to promoting a training school for Chinese drivers."

The second resolution, Mr. Plummer said, he wished to bring before the meeting was to the effect that the Association should take steps to establish a central garage where members, particularly owner-drivers, could safely leave their cars under cover during the day and obtain supplies of petrol, etc., at reasonable rates. He suggested that that would be of more use than a Club-room which cost \$100 a month and was not made use of. The third resolution he wished to bring forward was that the Association should make arrangements with one or more of the local garages to undertake repairs for members at a reasonable cost and guarantee satisfaction; the association to undertake to investigate any complaints. He had personally experienced

very great deal of trouble in getting

repairs satisfactorily carried out and he knew of a good many others who had complaints to make in this respect. His fourth resolution was that more frequent meetings of the Association should be held to enable members to express their views and receive reports from the committee. He thought that whilst, if he might say so, the Association was in its infancy, they might derive more assistance by obtaining the views of members on various points. Mr. Plummer added that he knew the objection to some of his resolutions would be that the Association had no money but he thought that if they went about it in the right direction they would soon obtain all that was needed. It seemed to him that if a central garage could be found and members were prepared to make use of it, it would be more or less self-supporting.

Mr. Komor did not think there was any possibility of obtaining a garage. He suggested that they might make arrangements with one of the garages to house their cars on special terms. He supported the idea that all chauffeurs should be compelled to pass an examination and obtain a certificate before being allowed to take charge of a car.

Mr. H. E. SMITH said that the Hongkong Automobile Association was an organization formed solely for the benefit and protection of the owner-driver and as such it was unsatisfactory that any member connected with the motor trade should be identified with the Club's affairs. He knew it was somewhat difficult to bring forward a suggestion, like this without some slight indication of a personal grievance regarding the existing state of affairs but he could assure members that was not so in this case. It was impossible for the provider and customer to see eye to eye in regard to the finances of each. It was not fair to strain the generosity of any trade member of the Association as to expect him to forego his own profits by suggesting means whereby they could obtain cheaper tyres elsewhere. Either he had to lose or the members of the Association had to lose. Mr. Smith concluded by moving the following resolution:—"That the Hongkong Automobile Association is an organization formed solely for the benefit and protection of owner-drivers and as such it is undesirable that any members connected with the motor trade should be actively identified with the control of the Association's affairs."

Mr. PLUMMER seconded.

The CHAIRMAN pointed out that if the resolution was passed it would debar several members from sitting on the committee.

Mr. LAURITSEN said there were owners of garages who were also private owners and they were as much entitled to the benefits of the Association as the other members. The Association was not started for the benefit of motor drivers alone but for the general public as well in order that better traffic regulations might be obtained. With regard to tyres that was a matter entirely for individual members.

The CHAIRMAN spoke of the excellent pioneer work Mr. Lauritsen had done in the Colony for the benefit of motorists. Mr. Lauritsen was in the business and, of course, interests clashed. He would leave it entirely to the meeting as to whether garage owners or persons connected with the motor trade should be asked not to serve on the Committee.

Mr. H. E. SMITH took exception to Mr. Lauritsen's remarks that the Association was formed not only for the benefit of members but also for the public, including tradesmen. What was for the benefit of members could not be for the benefit of tradesmen. The two interests were diametrically opposed.

Mr. LAURITSEN: I did not say tradesmen. I said the general public.

Mr. BERNARD doubted whether the meeting was in order in passing the resolution. No notice had been given of it.

The CHAIRMAN agreed that notice should have been given. He thoroughly appreciated Mr. Bernard's point, and he thought it better that the resolution should be brought forward at a subsequent meeting.

Mr. HODGSON said that a resolution which practically altered the constitution of the Association could not be brought forward without proper notice being given.

Mr. H. E. SMITH expressed a desire to withdraw the resolution.

Mr. J. SMITH said that members joined an association for protecting themselves against the trade. That was their only reason for joining.

Mr. BERNARD, referring to the classification of drivers, considered that drivers should be called upon to pass an examination and obtain a certificate which they could present for employment and which might also enable them to obtain higher wages. While he agreed it would be highly desirable to reduce the wages in some cases he felt that they would experience great difficulty in attempting to do so. It seemed to him that the only way they could deal with the question was by getting a larger number of drivers and then when the supply reached the demand the wages question would solve itself. With regard to the suggested agreement he did not think any member would like to enter into an agreement with the houseboy and that seemed to him equally unsatisfactory that they should make one with the chauffeur. His own experience was that drivers had always been willing to carry out instructions but where they had not done so they had been "sacked." If everybody dealt with them in that way they would get no trouble from that source. (Hear, hear.)

The CHAIRMAN said that as regards wages it seemed to be the general view of the meeting that they should allow the law of supply and demand to take its course. Wages were coming down. There had not been so many cars imported as last year and the result would be, if this continued that they would get drivers at a cheaper rate. He thought members would agree that if they tried to force wages down there would be very few who would fall into line.

After further discussion the meeting adjourned.

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ON-SALE

BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, January to June
1921.
With Index. Price \$7.50.
On sale at the Hongkong Daily Press Office.

LEAGUE OF FELLOWSHIP.
APPEAL FOR LARGE MEMBER-SHIP.

Members of the League of Fellowship and Service met at the Helena May Institute, last evening, to consider the draft rules drawn up by the provisional committee appointed last week. The Hon. Mr. H.E. Pollock presided and the members already enrolled were present in force.

The objects of the League were approved as "to promote good fellowship and peace between all nations" and "to promote good fellowship and social reform in the Colony of Hongkong."

Mr. Charles Gerken and Mr. R. H. Kotewall were elected joint hon. secretaries.

There was a long discussion on the rule as to the size of the committee.

The Chairman pressed for a committee of unlimited size, but the meeting carried an amendment limiting the committee to 15 with power to add as many as ten, and adding the proviso that special committees might be appointed to deal with particular matters. This was to meet a difficulty suggested by the Chairman that people did not like being on sub-committees.

After the formal business had been transacted, the Chairman said it had been suggested that Hongkong was such an insignificant place that it would be absurd for it to send a message of sympathy and greeting to the Washington Conference; in other words, that Hongkong was not worthy of the honour of sending such a message. Mr. Pollock reminded any who seriously held that opinion that not many years ago Hongkong was found to be the first shipping port in the whole world and since the port in the whole world and since the headquarters of the most influential bank in the East and the biggest marine insurance company in the world. The Pacific Problem was the first to come up for consideration at Washington and Hongkong was certainly the first shipping port in the Pacific. "You may say," added Mr. Pollock, "that I am suffering from an enlarged imagination, but I do not see what there is to prevent anybody in this Colony from subscribing to the objects of this League. We have the widest possible objects, no black balls and no exclusion; we welcome all. The more people who come in now, the more the next few days the more weight there will be behind our message in support of the peaceful solution of Pacific problems. We propose to the Washington Conference, I cannot imagine anybody being so inhuman or so widely indifferent as to say that the problems of the Pacific or of disarmament do not concern them." The meeting then concluded.

CANTON-HANKOW RAILWAY
MEN STRIKE.

COOLIES DEMAND HIGHER
WAGES.

News from Hankow says that the coolies of the Canton-Hankow Railway went on strike on the 8th with a demand for increase of wages. The foreign traffic manager dismissed over eighty of them, and threatened to dismiss them all if they did not resume their work. This aroused the indignation of the whole body of railway workers on the locomotives, who in sympathy with their colleagues, also declared a walk-out on the 11th, presenting at the same time an ultimatum embodying fifteen demands for better treatment of railway employees, and demanding an answer within twenty-four hours. The ultimatum was rejected by the foreign traffic manager. Since the 13th, over 800 workers of the locomotive departments of the Chuchow, Changsha, Yochow, Hauchang, and other Stations, have gone on strike. The strikers have despatched a telegram to the Chinese Government demanding the dismissal of the foreign traffic manager in question. Railway traffic between Wuchang and Yochow has been held up, and the situation is reported to be acute.

CHINA'S HUGE MILITARY
EXPENDITURES.

The principal cause of the Government's financial position at this time says the Peking correspondent of the *P. and T. Times*, lies in the huge expenditures required by troops, who consume 70 per cent. of national revenue, and the detention of Government receipts in the provinces by the militarists. The wine and tobacco revenue affords an illustration. This is estimated to bring in \$38,000,000 this calendar year, of which amount \$17,000,000 is from the wine and tobacco tax \$18,000,000 from the Government monopoly's sales, and \$2,500,000 from licenses. One Government statistician estimates that if collections were properly supervised and certain reforms were effected in the administration this figure could easily be doubled. As it stands now, this being October, the Government has been able to collect less than \$2,000,000 when it should have received \$30,000,000, the difference, of course, having been "commandeered" by the military gentlemen at the helm. A good deal of opposition to the proposed Wine and Tobacco Loan comes from these adepts who realise that if a new loan is signed it means the end of their ability to rifle the sack.

CHILD LABOUR.

A full report of an interesting address on "Child Labour," given by Miss Pitts at the Helena May Institute, last evening, is accorded out of this issue and will be published to-morrow.

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ELLERMAN PASSENGER

LINERS FOR FAR EAST.

A FINE NEW STEAMER COMING

TO HONGKONG.

The Ellerman Line are sending to the East early next year the *City of Simla*, a new twin-screw steamer. She will sail from Tilbury Dock on her maiden voyage to the Far East on January 6th, and will be due in Hongkong outward about the middle of February. She will sail homeward about the middle of March.

The *City of Simla* has accommodation for 206 first-class passengers, and 60 second-class.

The Ellerman Line has had a service of cargo steamers running to the United Kingdom for several years, and the company has maintained a passenger service since 1914. This passenger service is now to be extended to the Far East. The *City of Manchester* is advertised to leave Hongkong on February 20th and the new liner *City of Simla* follows a month later. The Bank Line, Ltd., are the general agents of the Ellerman Line in Hongkong.

THE PRICE OF OPIUM AT PEKING.

Three years ago, writes the Peking correspondent of the *P. and T. Times*, the price of opium in Peking was \$18 per tin. To-day the price is \$2, the reduction being through the fact that the drug is chiefly exported from the West and North and by soldiers who are in a position to prevent any seizure. It is commonly understood that those soldiers who have not been paid when they pay is due are given authority to smuggle opium in order to make up their allowances, the smugglers paying from 10 to 50 cents to the other authorities on condition that they are not interfered with.

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NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BANCA"

Arrived Hongkong, on Oct. 22nd, 1921.

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:-

From Persian Gulf ex B.I.S.N. and B. & P.

S. N. Co.'s Steamers:

Optional Goods will be landed here unless instructions have been given to the contrary.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Goudard & Douglas, at 10 A.M. on Mondays and Thursdays.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, October 22nd, 1921. [1647]

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(CHAPOTEAUD)

For functional troubles, delay, pain, and those irregularities peculiar to the sex.

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NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

The Steamship "RENTOMOND"

FROM ANTWERP, MIDDLESBRO
LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriters on or before the 3rd Nov., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 10 A.M.

No Fire Insurance has been effected by Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, October 19th, 1921. [1635]

"GLEN" LINE LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, PORT SAID
COLOMBO AND STRAITS.

THE S.S. "GLENIFFER"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 25th Oct. 1921, at 5 P.M. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of consignees by Messrs. Goudard & Douglas, on 25th Oct. 1921, at 10 A.M. Claims against the steamer including those for cargo short delivered must be presented on the special form provided and must also be submitted within 30 days of arrival otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, October 19th, 1921. [1639]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM JAPAN.

THE Steamship

"CHAKSANG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 25th inst. will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, October 20th, 1921. [1637]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD.

AND

CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

are hereby notified that the Cargo will be discharged into the Godowns at Kowloon, where it will be at Consignees' risk and subject to terms and conditions of storage at the Godowns. The Cargo will be ready for delivery from Godown on and after 24th Oct.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10 A.M. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 31st Oct. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriters on or before the 14th Nov., or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, October 22nd, 1921. [1654]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, BENGAL AND
HONGKONG.

THE Steamship

"NAMSANG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 28th Oct. will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, October 22nd, 1921. [1656]

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BLACK SEA & DANUBE PORTS.
FIUME having been re-opened for traffic, cargo is also accepted for this port
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FOR SHANGHAI.

S.S. "PERSIA" ... sailing on or about 25th October
S.S. "NIPPON" ... sailing on or about 20th November.
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KATORI MARU (calling Manila) ... Saturday, 3rd Dec., at 11 a.m.
KASHIMA MARU ... Wednesday, 28th Dec., at 11 a.m.
MARSEILLES, LONDON & ANTWERP via Singapore, Penang
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IYO MARU ... Thursday, 29th Oct., at 11 a.m.
ATSUTA MARU ... Friday, 11th Nov., at 11 a.m.
REIDZUOKA MARU ... Friday, 25th Dec., at 11 a.m.
HAKONE MARU ... Friday, 23rd Dec., at 11 a.m.
YOKOHAMA MARU ... Friday, 6th Jan., at 11 a.m.
KLEIST ...

HAMBURG, via LONDON & ROTTERDAM.
MATSUYE MARU ... Wednesday, 23rd November.

LIVERPOOL via MARSEILLES.
KAMAKURA MARU ... Wednesday, 7th Dec.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

AKI MARU ... Tuesday, 15th Nov., at 11 a.m.
TANGO MARU ... Tuesday, 20th Dec., at 11 a.m.
NIKKO MARU ... Tuesday, 17th Jan., at 11 a.m.

NEW YORK, via PANAMA & CUBAN PORTS.
DELAGOA MARU ... Friday, 25th Nov.

NEW YORK via SUEZ ... Thursday 27th Oct.
BANGKOK MARU ...

BIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE.
KAWACHI MARU ... Wednesday, 16th Nov.

BOMBAY via Singapore, Penang and Colombo.
WAKASA MARU ... Thursday, 3rd Nov.

CALCUTTA via Singapore, Penang & Rangoon.
TOTOMI MARU (omitting Penang) ... Friday, 28th Oct.
SANUKI MARU ... Friday, 11th Nov.

NAGASAKI KOBE & YOKOHAMA.
TANGO MARU ... Friday, 18th Nov., at p.m.

SHANGHAI KOBE & YOKOHAMA.
KAGA MARU ... Friday, 28th Oct., at 11 a.m.

TSUYAMA MARU ... Thursday, 17th Nov.
YOKOHAMA MARU ... Sunday, 20th Nov. at 11 a.m.
YIMA MARU (calling Nagasaki & Kure) ... Sunday, 20th Nov.

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FOR HAIPHONG via Holbow & Pakhol
S.S. "TAIKWA MARU" ... on or about 27th Oct.

FOR KEELUNG via Swatow & Amoy
S.S. "HOZUI MARU" ... on or about 27th Oct.

For further particulars, please apply to—

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Top Floor, King's Building
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SCOTTISH LETTER.

THE HIGHLAND SEASON.

THE CABINET AT INVERNESS.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, September 7th.
All the world and his wife are in Scotland. The Court was at Balmoral, and will shortly return there. The King is at Moy Hall, Invernesshire; the Queen and Princess Mary are at Cortachy Castle, in Forfarshire; and the Prince of Wales is at Dunrobin Castle, in Sutherlandshire. Nearly all Society has followed the Court to the North, and seldom has the list of titled hosts and guests been more imposing.

The majority of the members of the Government were in Scotland before the summons was issued for the meeting of the Cabinet in the Town Hall of Inverness. The Prime Minister was at Gairloch; Sir Worthington Evans at Beauffort; Sir Robert Horne at Turnberry for golf; the Attorney-General on Speyside; Mr. Munro, Secretary for Scotland, and Mr. Ian Macpherson, Pensions Minister, at St. Andrews; and Sir Alfred Mond and Sir Hamar Greenwood were on motor tours in the North.

The meeting of the Cabinet to-day at Inverness, "The Capital of the Highlands," reminds us of an occasion, in September 1913, when Mr. Asquith, then Prime Minister, Mr. Lloyd George, Mr. Churchill, Colonel Seeley, and other members of the Cabinet, held a conference at Brockhall Castle, Arran, the holiday residence of the late Mr. Percy H. Ingham, at that time Chief Liberal Whip. The subject then under discussion was also Ireland.

SEVEN MILES OF NEW CLYDE QUAYS.

The Clyde Navigation Trustees have acquired on the south bank of the river, between Shieldhall and Rentrow, a large piece of ground, some 600 acres in extent, for the extension of harbour accommodation to meet the growing trade of Glasgow. The scheme proposes to provide nearly seven miles of new quays. It comprises a series of six parallel basins or inlets from the river, and the utilisation of the site will entail extensive road and railway accesses.

NEW VESSELS FOR CHINA.

Scott's Shipbuilding and Engineering Company, Greenock, have launched the steamer *Kingyang*, of 2,700 tons gross, built for the China Navigation Company.

MOVEMENTS OF MISSIONARIES.

The "Record" of the United Free Church announces the arrival of Rev. Mr. and Mrs. MacNaughten, Rev. Dr. and Mrs. E. McKillop Young, Misses C. Hotchkiss and R. T. Garriock, Manchuria; and the departure of the Rev. J. O. and Mrs. Doward, and Dr. and Mrs. R. H. Mole, Manchuria.

DEATH OF INDIAN BANKER.

The death is announced of Mr. Henry Chalmers, general manager of the National Bank of India, and of 68, Addison Road, London, at the age of 63. He had been holidaying at Cruden Bay, was suddenly seized with illness, an operation for appendicitis followed, and he died at Aberdeen. Mr. Chalmers was the son of the late Mr. J. Chalmers, draper, Cupar-Angus, and a younger brother of ex-Provost Chalmers, of Cupar-Angus. He served his apprenticeship in the National Bank at Cupar-Angus under the late Mr. C. Boyd, agent. After some experience in the head-office in Edinburgh and then in London, Mr. Chalmers proceeded to India, where he held important posts in the National Bank of India. He was manager at Bombay, then inspector of branches, and returning to this country over 20 years ago, he became general manager of the Bank in London, and latterly a director. Mr. Chalmers was married to a daughter of the late Mr. James Scott, of Moorfield, manufacturer, Dundee, and is survived by a widow, a son, and two daughters.

THE ORDER OF THE EASTERN STAR.

An important decision has been come to by the Board of General Purposes of the United Grand Lodge of English Freemasonry, which may have an effect upon Scottish Freemasonry, seeing that some twelve months ago an entente was established between the Grand Lodges of England, Scotland, and Ireland. The Order of the Eastern Star, which is well known in Scotland, where several chapters have of recent years been constituted, is at present unknown, except by name, in England and Ireland. The Order is almost entirely composed of women, but they must be wives, daughters, mothers, widows, or sister of Freemasons "in good standing" in their Lodges. Another rule says that when degrees are conferred upon candidates, an official, who is honoured with the title of "Worthy Patron" must preside, and he must also be a Freemason "in good standing." These three words have caused the bother. It is impossible for information as to the standing of any individual member of a Masonic Lodge to be obtained except through a responsible official of the Lodge to which he belongs, or from the headquarters of the Craft, and not even to any member of the Craft except for a lawful and valid reason. The decision inhibiting Masons from taking part in its proceedings means that the Order of the Eastern Star, as at present constituted, cannot be established in England; and, as stated, may lead to a revision of its rules, or even its cessation in Scotland.

The Eastern Star was invented by Rob. Morris in America in 1855, but the idea was not a new thing. For nearly 200 years attempts have been made to introduce women into speculative Masonry. France has been one of the great sinners in this respect. About 1730 they introduced what they called "Maçonnerie d'Adoption" because each female Lodge was obliged to be adopted to an ordinary Craft Lodge. In Paris, about 1743 was formed "L'Ordre des Félicitaires." The members were supposed to be on a voyage to the Island (Continued at foot of next column.)

MARVELS OF ANTISEPTIC HEALING.

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of Felicity in ships navigated by the male brethren. Other similar societies sprang up, and the Grand Orient of France assumed protection of these Lodges about the end of the 18th century. OVERTHADOWED BY LAUDER.

An experienced critic tells a London writer that "Annie Laurie" is the most popular of songs in the English-speaking world; and gramophone companies state that the records of this song are in never-ending demand, as also are Scottish classics "The Bonnie Banks of Loch Lomond" and "Mary of Argyll." "But the public favour among all classes," adds the London writer, "is so great for Sir Harry Lauder's compositions that the prestige of the Caledonian classics is in danger of being subordinated." To a certain extent this is true; but what the London writer forgets is that the popularity of the old Scots songs will remain, that of the Harry Lauder compositions will only last for a season, and a short season, at that.

BRIDGE AND GOLF.

In reflective mood, a *Times* man in the Far North of Scotland thus expresses himself: Bridge is the handmaiden of golf. One suspects that the two games make appeal to something of the same qualities. Golf has its intellectual side; and at bridge there are times to play short and times when it is best to go "all out" and risk the hazards. At all events, golfers are commonly bridge players, and here at the great hotel at Dornoch, in the evening or on wet afternoons, the lounges and sitting-rooms all become card-rooms. The stranger might suppose a bridge drive going on.

A GOOD VARIANT.

How is this as a variant of the song we all know so well, which tells of the lady who said—"I canna, canna, maunna, maunna, winna buckle to?" "Na, na, I canna," "I daurna, I daurna," "I willnae, I sha'nae, Gae walkin' wi' you!"

It is the refrain of one of the "Antrim Songs" by Andrew Dodds, who is the best Scots vernacular verse-writer I have come across for some time.

REVERTS CONTROVERSIAL.

Mr. F. A. Macquistan, one of Glasgow's M.P.s, was having trouble with a White-inch interrupter the other night. "You be quiet, old son," he exclaimed at length, "and when I am finished I'll give you a turn on the platform." A little later the Chairman had to give another interrupter this tactful warning, "I'm afraid, 'old man,' that you and I will have to part." Both the "old son" and the "old man" subsided. Notoriously there was no love lost between Lord Deas and Lord Young of the Scottish Court of Session. On one occasion, when the latter was only Mr. Advocate Young, Lord Deas abruptly interrupted him with the inquiry—"Do you see that, Mr. Young?" pointing to his ear—"I do, my Lord." "Well, your argument is just going in there and coming out here," pointing to his other ear—"I do not doubt it, my Lord," replied Mr. Young; "what is there to prevent it?"

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MANILA "LOONGSANG" Fri, 28th Oct., 3 p.m.
BANGKOK via SWATOW "FOOSHING" Tues, 1st Nov., D'light.
HAIPHONG via HOIHOW "LOKSANG" Tues, 1st Nov., 10 a.m.
SANDAKAN "HINSANG" Wed, 2nd Nov., Noon.
STRAITS & CALCUTTA "FOOKSANG" Thurs, 3rd Nov., 3 p.m.
KOBÉ via SHANGHAI & MOJI "KUMSANG" Wed, 9th Nov., D'light

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S.S. "CAERNARVONSHIRE" 7th Nov. LONDON, ROTTERDAM & HAMBURG.
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SHIPPING NEWS

ARRIVALS.

October 23th.
Lushan Maru, Japanese str., 1,517 tons, Capt. T. Yasakawa, from Canton with a general cargo.—N.Y.K.

October 25th.
Asia, Chinese str., 685 tons, Capt. Edward Bentley, from Haiphong and Hoihow, with a general cargo.—Yick Fat.

Bourbon, French str., 607 tons, Capt. J. De Rous, from Saigon, with a general cargo.—Thai Thuan.

Kwanlong, Chinese str., 1,488 tons, Capt. L. Crawford, from Canton, with a general cargo.—C.M.S.N. Co.

Mohun, Chinese str., 781 tons, Capt. A. Lashovetsky, from Kinho, with a general cargo.—Hin Fat.

Pavia, Italian str., 3,109 tons, Capt. G. Baguina, from Trieste and Macassar, with a general cargo.—Dodwell & Co.

Sanku Maru, Japanese str., 1,513 tons, Capt. L. Furukawa, from Muku, with coal.—M.B.K.

Shantung, British str., 1,588 tons, Capt. R. Robertson, from Shanghai and Amoy, with a general cargo.—B. & S.

Shokiku Maru, Japanese str., 790 tons, Capt. M. Kurushima, from Canton.—Suzuki & Co.

St. Albans, British str., 2,538 tons, Capt. G. W. Smith, from San Francisco and Manila, with a general cargo.—M.M. & Co.

West Calder, American str., 3,534 tons, Capt. H. Warrar, from San Francisco and Manila, with a general cargo.—Struthers and Dixon & Co.

CLEARANCES.

October 25th.
Chungking, for Tientsin.
Chungking, for Swatow.
Derwent, for Saigon.
Finishing, for Swatow.
Hank Chie, for Swatow.
Juku Sanderan, for Swatow.
Kamyingfai, for K. C. Wan.
Kwanlong, for Shanghai.
Lushan Maru, for Swatow.
Ninglung, for Haiphong.
Pavia, for Singapore.
Pheumpanh, for Saigon.
Sanku Maru, for Hongay.
Shantung, for Canton.
Shantung, for Saigon.
Shokiku Maru, for Hongkong.
Winglung, for Ningpo.

SHIPPING MOVEMENTS.

The Blue Funnel s.s. **Mentor** left Singapore on the 24th inst. p.m., and is due at Hongkong on Saturday afternoon, 29th inst.
 The T.K.K. s.s. **Pavia Maru**, arrived at Dairen on the 24th inst.

VESSELS EXPECTED.

Arratoon Apar (B.L.), due November 7th.
Bowen Castle (Dodwell-Castle Line), due end of November.
Empress of Asia, due November 3rd.
Iyo Maru (N.Y.K.), due October 25th.
Kaga Maru (European line), due October 27th.
Katuna (Ellerman Line), due October 30th.
Kleist (N.Y.K.), due November 27th.
Lahore (P. & O.), due November 7th.
Monteagle (C.P.S.), due October 28th, at 7 a.m.
Nellere (P. & O.), due November 22nd.
Pavia (Blue Funnel line), due Nov. 3rd.
Siberia Maru (T.K.K.), due Nov. 5th.
Somali (P. & O.), due November 8th.
Seigo Maru (T.K.K.), due October 29th.
Torilla (B.L.), due October 28th.
Totomi Maru (N.Y.K.), due Oct. 27th.
Tsuyama Maru (N.Y.K.), due November 18th.

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 S.S. "EMPIRE STATE" ... Dec. 8th, Noon ... Dec. 29th.
 S.S. "GOLDEN STATE" ... Dec. 14th, Noon ... Jan. 5th, 1922

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WEATHER REPORT.

October 25th, at 11.31.—Pressure changes are small at all reporting stations. An anticyclone is travelling eastward over Manchuria. Another is Central over the lower Yangtze Valley. A depression lies between the Bonins and the Loochoo. It appears to be travelling E.N.E. Fresh monsoon may be expected along the S.E. coast of China, and over the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 96.66 inches, against an average of 80.04 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District Forecast:
 Hongkong to Gap Rock {N.E. winds, moderate to fresh; fine.
 Formosa Channel {N.E. winds, strong.
 South coast of China between {The same as Hongkong and Loochoos {No. 1.
 South coast of China between {The same as Hongkong and Hainan {No. 1.

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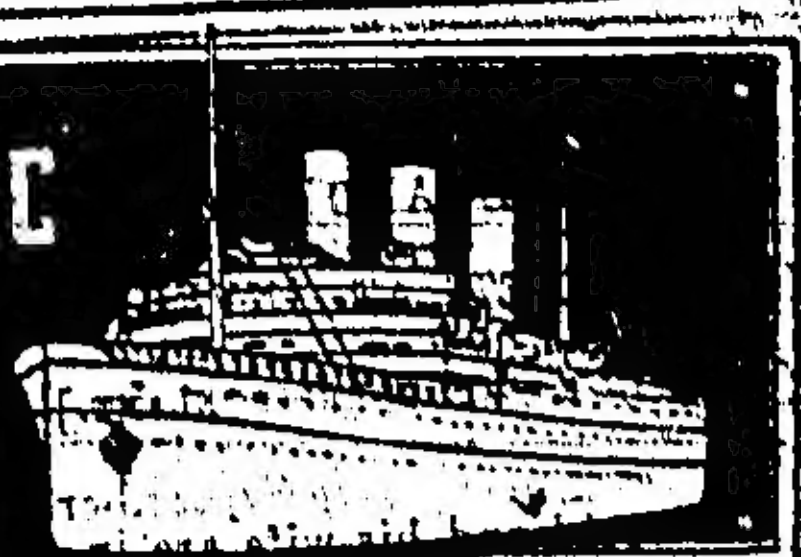
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Empress of Russia	Dec. 8	Dec. 26
Empress of Asia	Jan. 5	Jan. 23
Monteagle	Jan. 17	Feb. 11
Empress of Japan	Feb. 8	Mar. 1
Empress of Russia	Feb. 23	Mar. 18

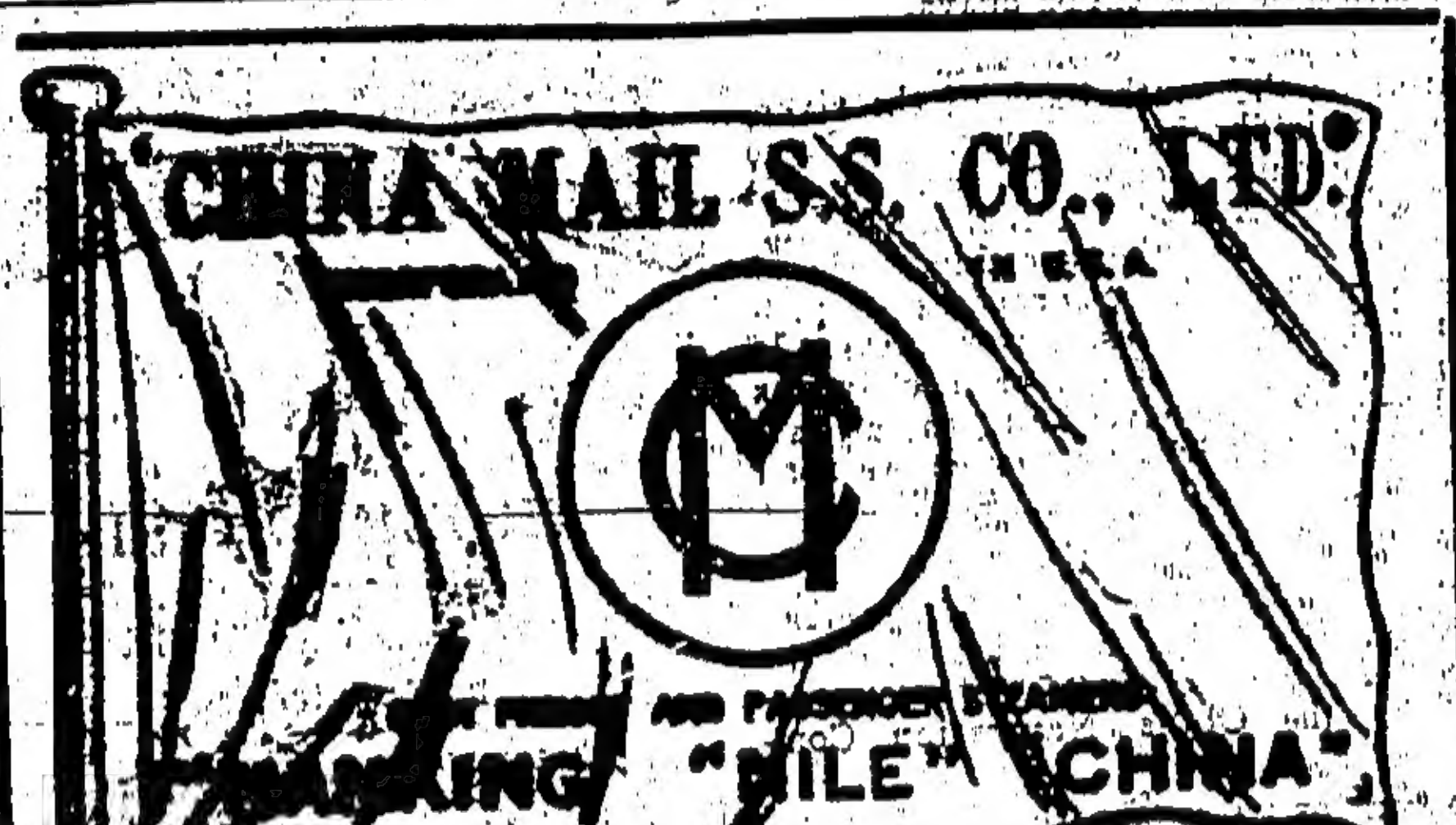
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Between

SEATTLE-TACOMA-VICTORIA-VANCOUVER

and China, Japan and Philippine Island Ports.

"WEST JAPPA" ... sailing about 5th Nov.
 "WEST IVAN" ... sailing about 15th Nov.

Further sailings to be announced later. Through Bills of Lading issued to all Overland Common points in U.S. and Canada.
 For rates and full particulars apply to—
 FRANK WATERHOUSE & COMPANY,
 4th Floor, Prince's Buildings Telephone 1082

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AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.,
Managing Agents

ELLERMAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

FREIGHT & PASSENGER SERVICE
FAR EAST/UNITED KINGDOM & CONTINENT."CITY OF PEKIN" ... 29th Oct. ... Marseilles, London, Rotterdam & Hamburg
"CITY OF DELHI" ... 15th Nov. ... London, Rotterdam, Hamburg & Glasgow
"CITY OF GLASGOW" ... 30th Nov. ... London, Rotterdam & Hamburg

HOMEWARD PASSENGER SERVICE

"CITY OF MANCHESTER" 29th Feb. ... London
"CITY OF SIMLA" ... Middle March ... London
Subject to change without notice

For particulars of freight and passage rates apply to—

or REISS & CO. CANTON.

THE BANK LINE, LTD.,
General Agents

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"CITY OF ADELAIDE" ... via Suez Canal ... 1st Nov.
"TYDEUS" ... via Suez Canal ... 18th Nov.
"KANSAS" ... via Suez Canal ... 28th Nov.
"KATUNA" ... via Suez Canal ... 10th Dec.

* Calls at Boston if sufficient inducement offers.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG,
HONGKONG AND CANTON. REISS & CO. CANTON.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI	"COMMANDANT DORISE" (cargo-boat)	On or about 1st Nov.
SHANGHAI KUBE & YOKOHAMA	"AMAZON" ... 11,000	On or about 6th Nov.
MARSEILLES via HAI PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DYHOUL, SUEZ & PORT SAID	"CORDILLERE" ... 11,000	On or about 30th Oct.
	"ANDRE LEBON" ... 22,000	On or about 6th Nov.

* Omit Haiphong and Penang.

For full particulars regarding sailings, etc., apply to—

Telephone 746

R. HODENFUSER,
Acting Agent
Queen's Building.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Lights and Fans in staterooms and Saloons, and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Ooosyng 9 or 10 Days)

"HAILONG" ... Capt. W. Conner ... SATURDAY, Oct. 29th, at 2 P.M.
"HAIKONG" ... Capt. W. O. Passmore ... TUESDAY, Nov. 1st, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.,
General ManagersP. & O. - British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"SARDINIA"	6,800	29th Oct.	Marseilles, London & Antwerp
"KARMAIA"	9,000	13th Nov.	Marseilles, London & Antwerp
"SYANZA"	7,000	28th Nov.	Marseilles, London & Antwerp
"LAORE"	5,200	28th Nov.	Singapore, Colombo & Bombay
"SOMALI"	6,700	10th Dec.	Marseilles, London & Antwerp
"DUNERA"	5,300	20th Dec.	Singapore, Colombo & Bombay
"NELLORE"	7,000	24th Dec.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	14th Nov.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"EASTERN"	4,000	15th Dec.	

SAILINGS TO SHANGHAI & JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	26th Oct.	Yokohama direct
"SYANZA"	7,000	27th Oct.	Shanghai and Japan.
"LAORE"	5,200	5th Nov.	Shanghai and Kobe.

SPECIAL STEAMER.

The P. & O. s.s. "EGYPT" is expected to leave Hongkong on or about the 18th January, 1932, taking passengers and cargo for Marseilles and LONDON calling at Bombay.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1st Saloon Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.,
12, Des Voeux Road, Central, HONGKONG.O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly (direct service via Singapore and Port Said).

"AMAZON MARU" ... Wednesday, 8th Nov.

BUENOS AIRES-RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SINGAPORE. PASSENGER SERVICE.

"MEXICO MARU" ... Sunday, 13th Nov.

BOMBAY & COLOMBO—REGULAR PORTNIGHTLY SERVICE via SINGAPORE

"MALAY MARU" ... Tuesday, 1st Nov.

"SAIGON MARU" ... Tuesday, 8th Nov.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly PASSENGER SERVICE.

"BURHO MARU" ... Tuesday, 1st Nov.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand via Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Dairen—Regular fortnightly PASSENGER SERVICE touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S.A. in connection with Chicago Milwaukee and St. Paul Railway.

"MANILA MARU" ... Friday, 4th Nov.

"AFRICA MARU" ... Wednesday, 23rd Nov.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Colon Ports.

"SHUNKO MARU" ... Monday, 14th Nov.

NEW ORLEANS LINE via SUEZ.

JAPAN PORTS—Kobe & Yokohama via Shanghai.

"ARGON MARU" ... Monday, 28th Nov.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"AMAKUSA MARU" ... Saturday, 23rd Oct.

TAKAO via SWATOW & AMOY

"BOSHU MARU" ... Friday, 28th Oct.

For sailing dates and further particulars please apply to—
Y. YASUDA, Manager,
No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Le. Hongkong for Australia
"TAIYUAN"	31st Oct.	4th Nov.

SAILING SUBJECT TO ALTERATION

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Lights throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For full particulars apply to— BUTTERFIELD & SWIRE Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To	Sail
AMOY & SHANGHAI	"SOOCHOW"	On 27th Oct.	D'light.
NEWCHANG & TIENTSIN	"HUNAN"	On 27th Oct.	10 A.M.
SHANGHAI	"SHANTUNG"	On 28th Oct.	Noon.
SHANGHAI	"SHANTUNG"	On 28th Oct.	10 A.M.
SHANGHAI & HONGKONG	"KAIFONG"	On 29th Oct.	10 A.M.
SWATOW, AMOY, SWATOW & SAPORE	"LINAN"	On 29th Oct.	4 P.M.
SHANGHAI & TIENTSIN	"SHANSHI"	On 30th Oct.	D'light.
SWATOW & SINGAPORE	"CHINCHU"	On 30th Oct.	10 A.M.
SWATOW, CHAMPAGNE & TIENTSIN	"HUICHOW"	On 31st Oct.	4 P.M.
SWATOW & BANGKOK	"KWANGCHOW"	On 1st Nov.	10 A.M.
SHANGHAI & SHANGHAI	"SUICHOW"	On 1st Nov.	Noon.
SHANGHAI	"SUNNING"	On 3rd Nov.	Noon.
AMOY, CEBU & ILOILO	"TAMING"	On 3rd Nov.	4 P.M.

SHANGHAI LINE—PASSENGER, MAILS and CARGO. Excellent Saloon accommodation. Ample Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai, Swatow and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Siam.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

Operating the following U.S. Shipping Board Steamers

PASSENGER AND FREIGHT SERVICE

FOR VICTORIA, VANCOUVER, SEATTLE
From Hongkong. Arrive Seattle

FREIGHT & PASSENGER SERVICE.

"WENATCHEE" ... To MANILA ... Nov. 5th.

"WENATCHEE" ... sailed Nov. 19th ... arrived Dec. 9th.

S.S. "COAXET" ... For PORTLAND DIRECT ... Oct. 28th.

FOR PORTLAND DIRECT

(Calling at Manila, Shanghai, Kobe & Yokohama)

S.S. "MONTAGUE" ... Nov. 11th.

S.S. "ABERCOSS" ... Dec. 7th.

Through Bills of Lading issued to Overland Commerce points.

THE ADMIRAL LINE

Telephone 2477 & 2478.

5th Floor, Union Building. [71]

THE ADMIRAL LINE
PACIFIC STEAMSHIP CO.

REGULAR SERVICE

TO

SAIGON-SINGAPORE-BATAVIA
and other JAVA PORTS.

FREIGHT ONLY.

FOR SAIGON.
OPERATED FOR ACCOUNT OF U.S.S. BOARD.

OFFICES

5th Floor, Union Building,
Telephone 2477 & 2478.PASSENGER OFFICE,
QUEEN'S BUILDING, 2, ICE HOUSE ST.

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama

S.S. "WEST IVIS" (via Panama) ... Second half of Nov.

For freight space and particulars apply to—

BARBER STEAMSHIP
LINES, INC..

THE ADMIRAL LINE

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers

For BOSTON

and/or

NEW YORK

S.S. "GAELIC PRINCE" ... (via Suez), Oct. 24th.

S.S. "MOOSISH PRINCE" ... (via Suez), Dec.

For Freight and full particulars apply to—
FURNESS (FAR EAST) LIMITED
(Incorporated in Great Britain)Telephone 2165.
Telegrams "Furprince".

St. George's Building.

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